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SECURITY INFORMATION

REPORT [redacted]

[redacted]

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COUNTRY Czechoslovakia
SUBJECT 1. Gottwaldov-Otrokovice Airfield
2. Zlin Aircraft Factory

DATE DISTR. 30 Sept. 53

NO. OF PAGES 9

PLACE ACQUIRED [redacted] 50X1
Gottwaldov

NO. OF ENCLS. 4
(LISTED BELOW)

DATE ACQUIRED BY SOURCE [redacted]

SUPPLEMENT TO
REPORT NO.

DATE OF INFORMATION [redacted]

THIS IS UNEVALUATED INFORMATION 50X1

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1. Gottwaldov-Otrokovice Airfield N 49-12, E 17-317 (formerly called Zlin Airfield) is bounded on the right side by the Morava River Encl. A7. Gottwaldov lies 10 1/2 km. northeast. The irregularly-shaped field stretched 1,200 m. from north to south and 700 m. from east to west; it was 190 m. above sea level.
2. Although there were no power lines or trees to obstruct landings, Batov, 700 m. to the north, and the Svit Shoe Factory to the west of Batov constituted mental hazards to pilots who feared engine failure when taking off to the north. Hills, 700 m. to the west (120 m. above Airfield elevation, i. e., 310 m. above sea level), a 35-m. high chimney 2 km. north of the Airfield, and the Airfield buildings, themselves, could also be considered obstructions, since the only Airfield let-down aid to aircraft was a goniometer. There were no taxi strips, perimeter tracks, or revetments. Drainage was natural, but not effective. [redacted]
3. Gottwaldov-Otrokovice Airfield had been administrated by the Czechoslovak Airlines (Ceskoslovenske aerolinie - CSA) until February 1953, when it was assigned to the Czechoslovak Transport Ministry (Hlavna sprava civilneho leectvi). Ten SIEBEL aircraft were then flown to the Gottwaldov-Otrokovice Airfield from the Trencin Advanced Twin-Engine Training School [redacted]

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[redacted]

In February 1953 the School was divided; one part remained at Trencin, the other part came to Gottwaldov-Otrokovice Airfield, displacing the CSA Administration which moved to Holesov N 49-20, E 17-35.

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4. There were two aircraft factories located at Gottwaldov-Otrokovice Airfield; airplanes were manufactured in one Encl. B, Pt. 6. See also par. 117, and gliders, in the other Encl. B, Pt. 127. [redacted] there was any connection between these factories and the School. CSA, which was permitted to use the Airfield's facilities, had no ties with these factories.

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5.

[redacted] Standard Czechoslovak Air Force uniforms were worn by the military. CSA employed 10 civilians: two mechanics, two men in the weather offices, two in the goniometer station, and four in the briefing and map room.

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6. CSA personnel flew two flights daily from Prague to Gottwaldov-Otrokovice Airfield: one plane arrived at Gottwaldov in the morning and departed that evening; another left Prague in the afternoon, landed in Gottwaldov just prior to darkness, and returned to Prague in the morning. Other flying activity during the day included that of the School students [redacted]

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[redacted]. Landing at night was prohibited to CSA aircraft except in emergency.

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7. There was a dial telephone and teletype machine in the administration building Encl. B, Pt. 57. [redacted] this teletype connected with civilian airfields; [redacted] it was used to obtain permission to take off from CSA. weather reports and other pertinent information also came via the teletype. The usual colored signal flares were used as landing aids [redacted].

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8. [redacted] capacity for CSA planes was extremely limited because of the lack of repair facilities and the shortage of maintenance personnel; only two mechanics were available to refuel CSA aircraft, fasten them down for the evening, and to perform very elementary maintenance. [redacted]

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9. When a CSA airplane landed at this Airfield, it was met by a CSA bus which took the passengers and air crew to Gottwaldov. There was no transportation furnished Airfield workers; they either walked or rode bicycles or motorcycles to and from work.

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10. Five civilian guards equipped with pistols ([redacted]) were stationed at the administration building; this building, the refueling area, and the aircraft were guarded by them. They also searched each CSA passenger before he boarded the aircraft (passengers were not re-searched, however, if they visited another

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airfield en route to their destination). Military personnel guarded the factory area /Encl. B, Pts. 9, 11/. There were no defense installations or practices at the Airfield.

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I believe that the official designation of the factory was Zlin, because the aircraft manufactured here bore a number which was prefixed by the word Zlin. This plant produced the ZLIN 381 (military designation, C-106), the ZLIN 22, and the ZLIN 26. The ZLIN 381 was a two-seat military trainer with the seats side by side. It was the same type of airplane as the German BUCKER and had a Walther Mikron 110 hp engine. All aerial acrobatics were permitted pilots of this type of plane. The ZLIN 22 was a three-seat sport model which had a Prague engine of approximately 90 hp. Aerial acrobatics were prohibited to pilots of this type of plane. The ZLIN 26 was the aircraft designated by the Czechoslovak Air Force as the C-5.

12. In the late Spring or early Summer of 1951, four or five CSA pilots came to Gottwaldov-Otrokovice Airfield from Prague to ferry ZLIN 26 aircraft to Poznan, Poland.

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13.

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It was also rumoured that old ARADO and SIEBEL aircraft were being renovated at the Gottwaldov-Otrokovice Airfield.

Enclosures:

- A. Pinpoint of Gottwaldov-Otrokovice Airfield and Nearby Landmarks. Overlay of GSGS 4416, Sheet V-12, 1:100,000, Uherske Hradiste.
- B. Memory Sketch of Gottwaldov-Otrokovice Airfield.
- C. Memory Sketch of Portable Runway Marker Light at Gottwaldov-Otrokovice Airfield.
- D. Corrected Tracing of Gottwaldov-Otrokovice Airfield and Surrounding Area Sheet Taken From Czechoslovak Pilot's Handbook.

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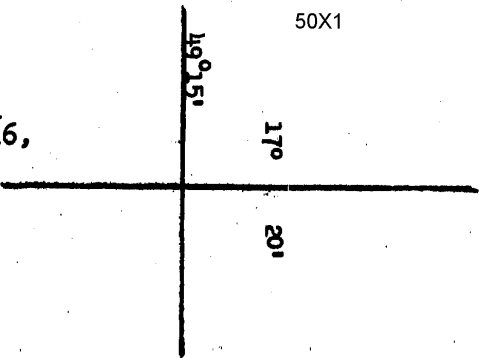
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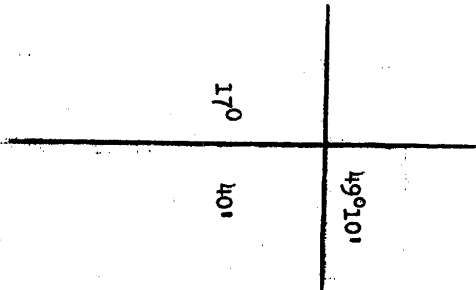
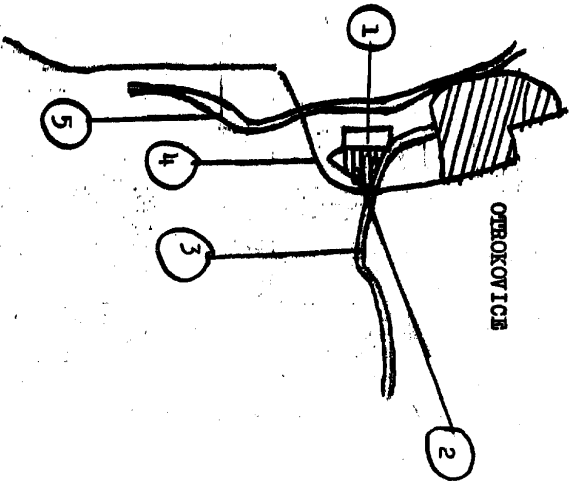
Enclosure A

Pinpoint of Gottwaldov-Otrokovice Airfield and Nearby Landmarks. Overlay of GSGS 4416, Sheet V-12, 1:100,000, Uherske Hradiste.



LEGEND

- Points 1 and 2: Gottwaldov-Otrokovice Airfield. Point 1: the landing area of the Airfield. Point 2: the building area.
- 3. Highway: concrete; six meters wide; very good condition.
- 4. Railroad: double-track, standard-gauge; there was very heavy traffic on this line.
- 5. Morava River: overflows during Spring thaws.



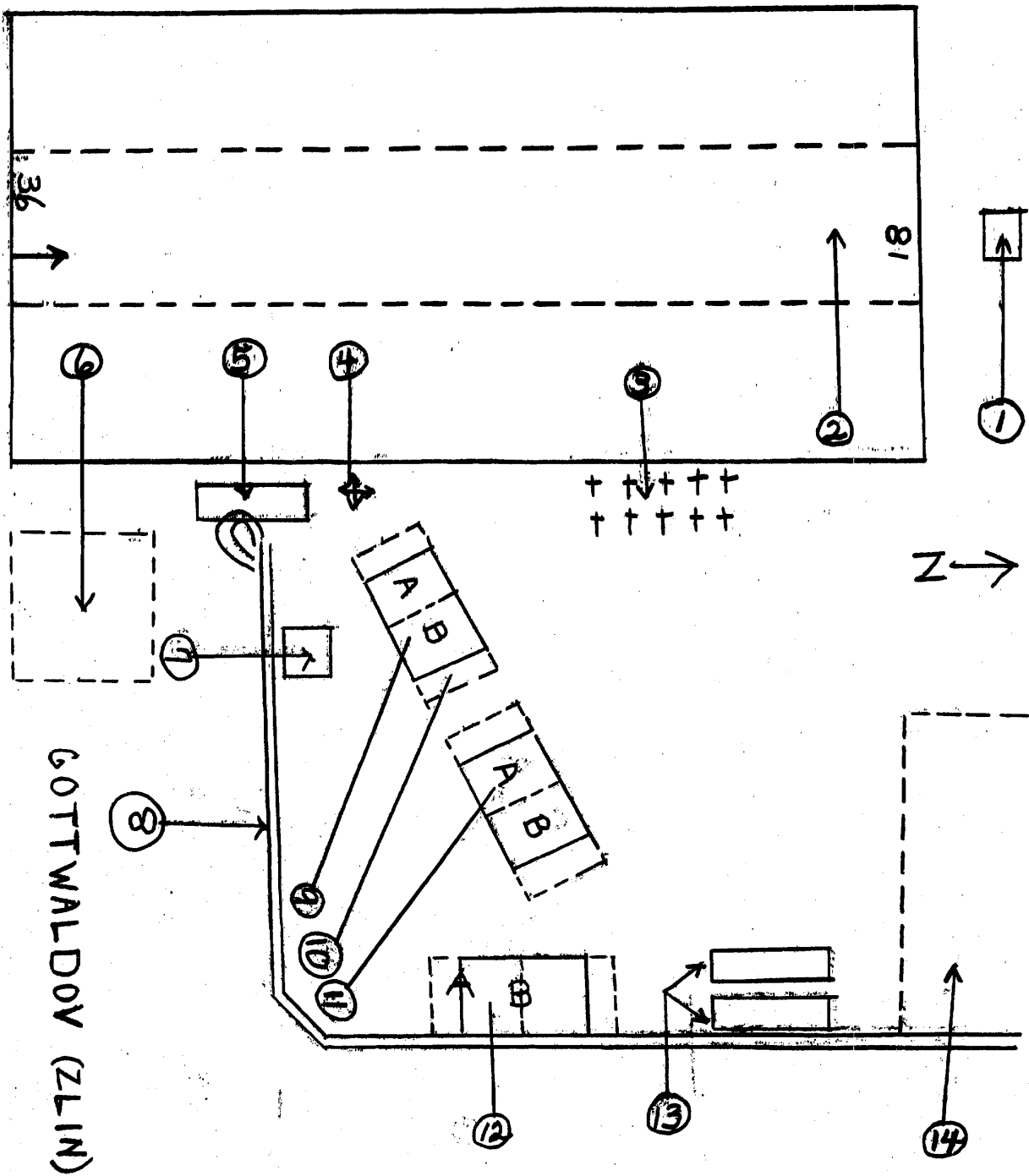
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Enclosure B
Memory Sketch of Gottwaldov-Otrokovice Airfield.



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Enclosure B (Cont'd)

LEGEND

Point 1. Standard Goniometer Station: brick, five x five x three meters, level roof, with loop antenna.

2. Runway: grass; 1,200 x 250 m.; in good condition. After periods of heavy rain, it was necessary to close the field for a day or two to permit the runway to dry out. The spring flooding of the Morava River usually brought the river up to the western boundary of the Airfield, leaving it wet and soggy although not covered with water. In February and early March of 1953, as a result of the river's flooding, the field was closed 10 days until the landing area dried out. Each end of the runway had a longitudinal white strip (length unknown) marked off for use during daylight hours. In the evenings, two large red lights were placed by one of the airfield attendants at each end of the runway for routine landings Encl. C/. When additional runway lighting was necessary, trucks were used to place similar white lights along the length of the runway.

3. Parking Area: grass; utilized for military aircraft only. Usually 10 SIEBEL aircraft from the advanced twin-engine school were parked here.

4. Underground Fuel Tanks: only civilian planes refueled here with, he believed, 95% octane fuel; military aircraft were refueled from a gas truck.

The area surrounding this refueling point was paved with concrete.

5. Administration Building: two-story, gray brick, 30 x 15 x 10 m.; level roof. The first floor contained a passenger waiting room, crew briefing room, teletype room, kitchen, dining room, large recreation room used by passengers and aircrews, and the CSA manager's office. The second floor contained a weather office, radio control room for aircraft control (this field had no control tower as such. He believed that the radio frequency used here was 335.5 kc.), recreation room for aircrew only, a large room which he believed was used as a classroom for military students, and a sundeck, usually used by the aircrew for sunbathing.

6. Airplane Factory Area: this area was fenced off and guarded. In March 1953, while riding by the building in a bus, he noticed two C-106's being repaired. The hangar door was open. He would guess that the width was 15-20 m. and the height five-six meters. It was a wooden building painted dark brown, with a level roof. There may easily have been other buildings in the area, but he was not particularly interested in this area and did not pay much attention to it.

7. Garage: wooden, 15 x 5-8 x 4-5 m.; coated with dark brown oily preservative; low gable roof. This building was in very bad condition. At one time he noticed this garage being used as a parking place for the ambulance, fire truck, and jeep which stood on alert in front of the administration building Pt. 5/ during flying.

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Enclosure B (Cont'd)

8. Road: concrete; in very good condition; six meters wide; there were earthen drainage ditches on both sides but no trees.
9. Hangar: brick, painted grayish brown, divided into two equal parts by a wall, 60 x 20 x 8 m.; level roof with accordion-type door running the width of the hangar in front of each apron (i.e., on the southwest and northeast sides) and low windows on the north and south sides. [redacted] was in side "A" of this hangar and saw new C-104's and C-106's parked there. An old CESSNA, a FIESLER STORCH, and a C-106 were also parked there and were being worked on by the mechanics. These planes were used by the factory pilots. 50X1
10. Apron: concrete, 10 x 20 m.; in good condition.
11. Hangar: same dimensions and construction as the other hangar /Pt. 9/. [redacted] saw new C-104's, C-106's, and gliders parked within. 50X1
12. Hangar: similar to the other hangars /Pts. 9 and 11/. This hangar was being used as a glider factory. [redacted] is quite certain that the various parts were made here and then assembled. [redacted] 50X1
[redacted] 50X1
[redacted] Both sides of the hangar were used for this purpose. 50X1
13. Barracks: wooden, 30-40 x 8-10 x 4-5 m.; low gabled roof, covered with oily brown wood preservative. Military mechanics lived here; both barracks were full. [redacted] noticed no double bunks. 50X1
14. Living Area: for employees of the airplane and glider factories /Pts. 6 and 12/. These were red brick, two-storied, square in shape, two-family homes. One family lived on each floor. Some of the homes had garages attached but [redacted] stressed that these housed coal, not cars. There were many homes in this area. 50X1

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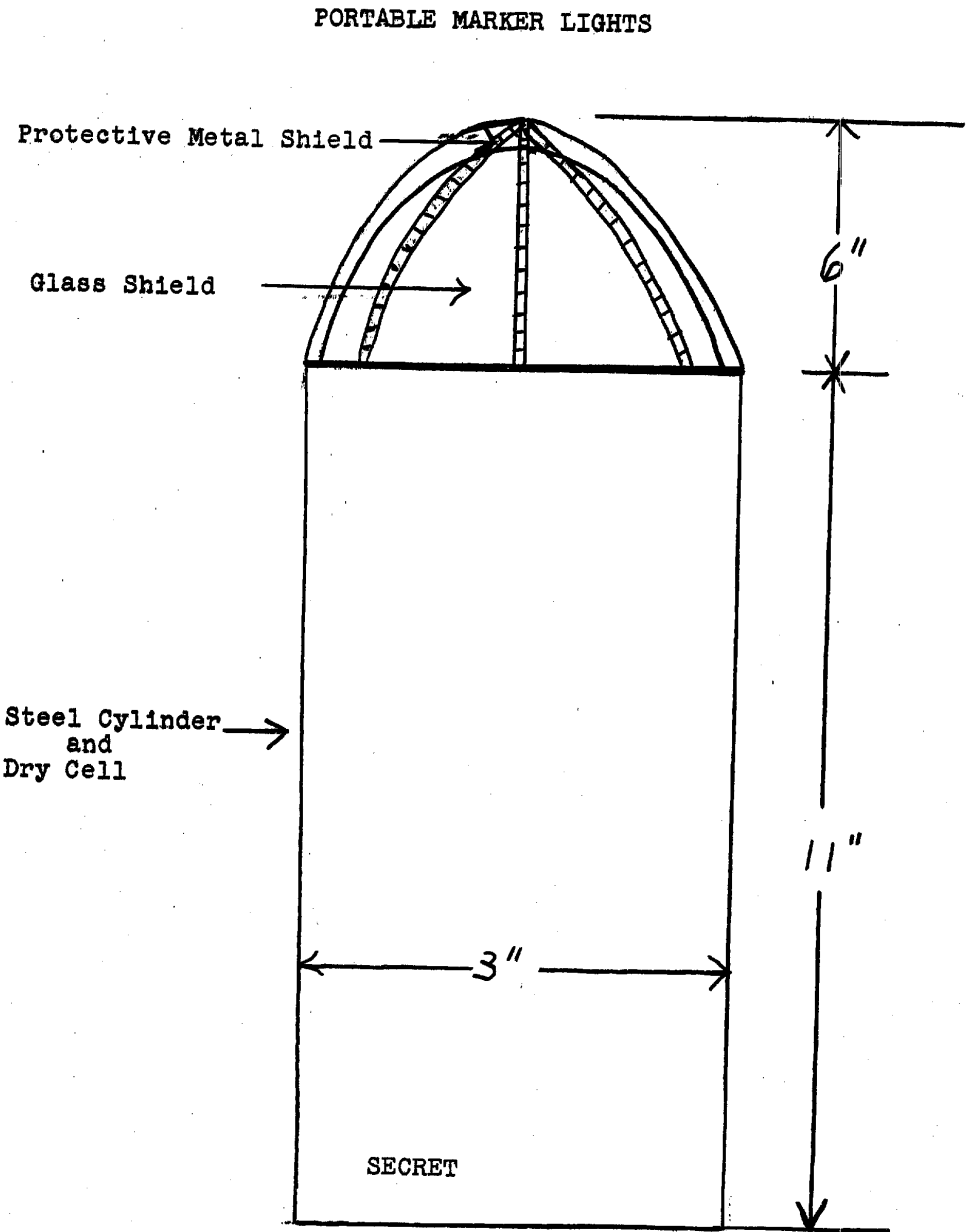


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Enclosure C

Memory Sketch of Portable Runway Marker Light at Gottwaldov-Otrokovice.



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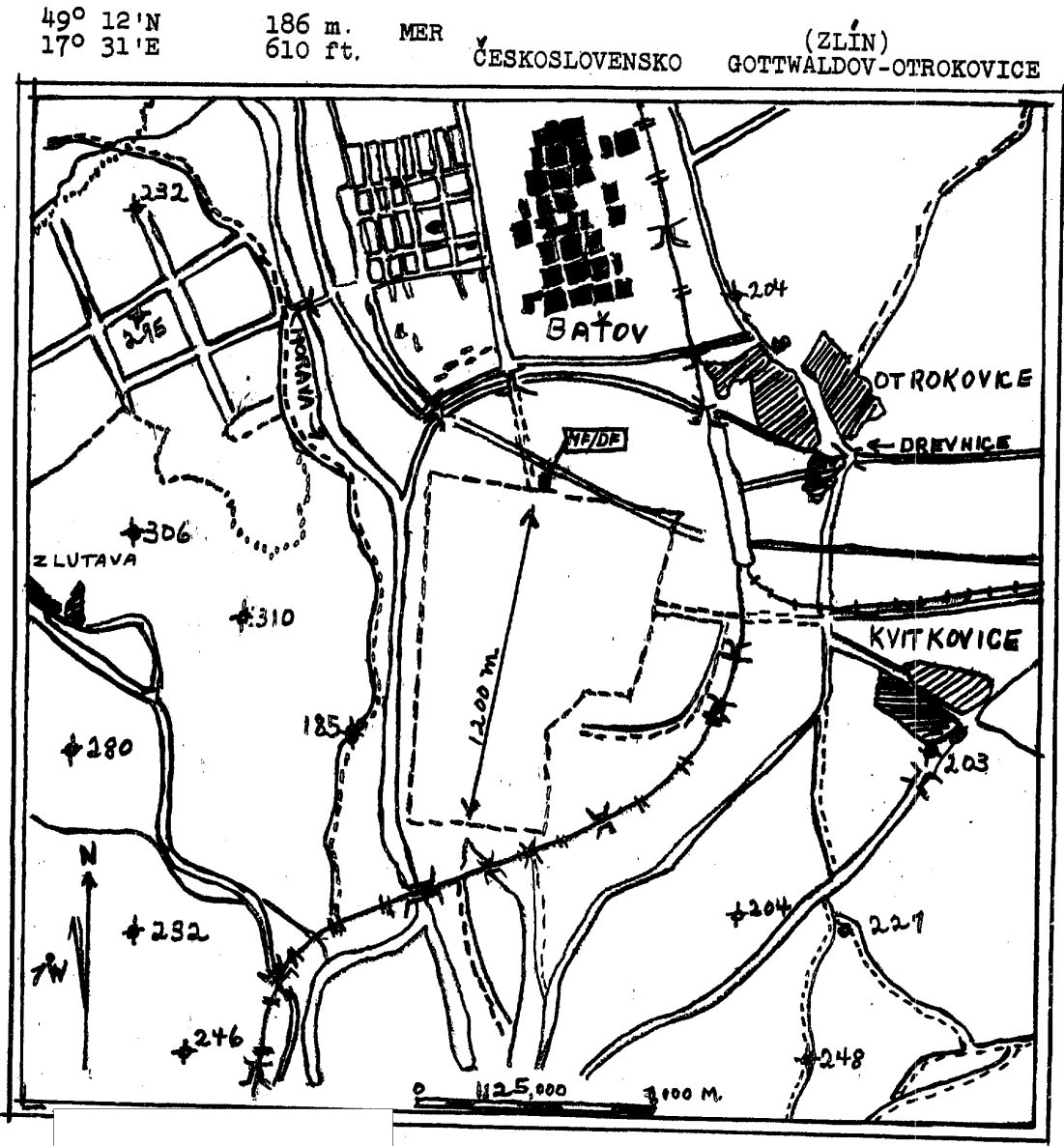
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Enclosure D

Corrected Tracing of Gottwaldov-Otrokovice Airfield and Surrounding Area Sheet Taken from Czechoslovak Pilots' Handbook.



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